

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for August 2, 2006 PLANNING COMMISSION MEETING

NOTE - This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each individual application.

PROJECT #: Preliminary Plat #06009 - Grandale
Special Permit #06044 - Grandale Community Unit Plan

PROPOSAL: Preliminary Plat #06009 - A preliminary plat of 189 lots.
Special Permit #06044 - To allow a community unit plan for approximately 34 single-family dwelling units.

LOCATION: Northeast of the intersection of South 40th Street and Rokeby Road.

WAIVER REQUESTS:

Preliminary Plat #06009

(to Lincoln Municipal Code)

1. Block length in excess of 1,320'.
2. Lot lines not perpendicular to the right-of-way.
3. Connection to adjacent street system.

(to Design Standards for administrative review)

4. Non-standard intersection.
5. Less than minimum centerline curve radius.
6. Exceed maximum intersection approach grades.

Special Permit #06044

(to Lincoln Municipal Code)

1. Adjust setbacks.
2. Lot lines not perpendicular to the right-of-way.
3. Allow lots without frontage to a public street or private roadway.

(to Design Standards for administrative review)

4. Sewer not parallel to street centerline.
5. Non-standard cul-de-sac.

LAND AREA: PP#06009 - Approximately 158.88 acres.
SP#06044 - Approximately 16.04 acres.

CONCLUSION: This site is designated for urban residential land uses, and City utilities are planned to serve it. The rationale of minimizing stream crossings to support the waivers to exceed block length and to not connect to the existing street system is not adequate justification and they should not be granted. The efficiencies associated with keeping blocks less than 1,320' in length and providing connectivity among neighborhoods are consistent with the Comprehensive Plan. Subject to the recommended conditions of approval these requests comply with the requirements of the Subdivision Ordinance, the Zoning Ordinance and the Comprehensive Plan.

RECOMMENDATION:

Preliminary Plat #06009	Conditional Approval
Waivers:	
1. Block length in excess of 1,320'.	Denial
2. Lot lines not perpendicular to the right-of-way.	Approval
3. Connection to adjacent street system.	Denial
Special Permit #60044	Conditional Approval
Waivers:	
1. Adjust setbacks.	Approval
2. Lot lines not perpendicular to the right-of-way.	Approval
3. Allow lots without frontage to a public street or private roadway.	Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: Preliminary Plat #06009 - See attached legal description.
Special Permit #06044 - See attached legal description.

EXISTING ZONING: R-3 and R-4 Residential.

EXISTING LAND USE: Agriculture, Church

SURROUNDING LAND USE AND ZONING:

North:	Agriculture	AG
South:	Agriculture	AG

East: Agriculture, Residential AG, AGR
West: Agriculture AG

COMPREHENSIVE PLAN SPECIFICATIONS:

Page F16 - Streams, trees, open space, and other environmentally sensitive features should be preserved within new development as design standards allow. The natural topography and features of the land should be preserved by new development to maintain the natural drainageways and minimize land disturbance.

Page F17 - Overall Form - Maximize the community's present infrastructure investment by planning for residential and commercial development in areas with available capacity. This can be accomplished in many ways including encouraging appropriate new development on unused land in older neighborhoods, and encouraging a greater amount of commercial space per acre and more dwelling units per acre in new neighborhoods.

Page F23 - This site is designated as urban residential land use in the Land Use Plan.

Page F27 - Urban Growth Tiers - This site is in Tier 1, Priority Area A of the City's Future Service Limit.

Page F28 - The Comprehensive Plan includes three tiers of growth for the City of Lincoln. Tier I reflects the "Future Service Limit," where urban services and inclusion in the city limits are anticipated by 2025. Infrastructure planning, especially for water and sanitary sewer facilities, can reach beyond the 25 year time horizon to 50 years and further. Tier I defines the City of Lincoln's near term growth area – generally a 40 square mile area which could reasonably expect urban services within the next twenty five year period. Land within this area should remain generally in the present use in order to permit future urbanization by the City.

Page F57 - The Greenprint Challenge - Seek early identification of areas to be preserved – While planning for future growth is integral to this Comprehensive Plan, it is equally important that environmental resource features be accorded similar attention. The community should invest planning resources into the early identification of those areas most valued as part of the Greenprint Challenge. This principle supports the notion of "getting ahead of the game" by knowing what resources are most valued, where they are located, and what actions should be made within the broader planning process to secure their future for the community.

- Make "green space" an integral part of all environments – "Green space" can come in a wide variety of forms. The policies of the Comprehensive Plan should strive to incorporate such uses in the full range of urban and rural landscapes.

Page F67 - Guiding Principles for New Neighborhoods

- Encourage a mix of housing types, single family, townhomes, apartments, elderly housing all within one area;
- Similar housing types face each other: single family faces single family, change to different use at rear of lot;
- Parks and open space within walking distance of all residences;
- Multi-family and elderly housing nearest to commercial area;
- Pedestrian orientation; shorter block lengths, sidewalks on both sides of all roads;
- Public uses (elementary schools, churches) as centers of neighborhood – shared facilities (city parks & school sites).

Page F95 - The Trails and Bicycle Facilities Plan shows a bike trail extending through this site.

Pages F104 and 105 - The Functional Classification Map designates South 40th Street and Rokeby Road as minor arterials.

HISTORY:

April 17, 2006 - AN#05016 was approved annexing this site into the City of Lincoln.

April 17, 2006 - CZ#06009 was approved changing the zoning from AG to R-3 and R-4.

UTILITIES:

Sewer: This development will connect to City sanitary sewer which is planned to be extended across South 40th Street just north of Coral Bell Drive. Funds are shown in years 2005-2006 of the Capital Improvements Program (CIP) to extend the trunk sewer to this site.

Water - This development can be served by City water after it has been extended to the area. Funds are shown in years 2005-2006 of the CIP to extend the water main to this site.

Others - L.E.S., Alltel, and Time-Warner have all indicated that electricity, phone and cable television services can be extended to serve this site.

TRAFFIC ANALYSIS: South 40th Street, adjacent to the site on the west, is a two-lane asphalt county road. Rokeby Road is shown at the south boundary of the plat, but it has not been built, and right-of-way has not been dedicated. The specific alignment of Rokeby Road, which to this point has not been determined, will be established with the approval of this plat. Both streets are identified as minor arterials, with South 40th Street planned as a four-lane with center turn-lane facility, and Rokeby Road as a two-lane with center turn-lane facility. There are no funds shown in the CIP to improve these streets to City of Lincoln urban standards.

A full-median opening is shown at the intersection of Willow Road and South 40th Street which aligns with the planned street to the west. Right-in, right-out access is shown at the intersection of Coral Bell Drive and South 40th Street.

Three median openings are proposed along Rokeby Road, with one each at the intersections of South 43rd and 48th Streets, and one at the unnamed street that extends to the south.

Internal access is provided by public local streets with the exception of the private roadways off of Willow Road and South 42nd Street that serve the dwellings in the

community unit plan (CUP). A street connection between the CUP and the area south of the drainage is not shown, nor from South 46th Street to where Johnson Road is stubbed at the northeast corner of the site.

TOPOGRAPHY: The elevation across the site is generally falling from north to south. The site is trisected by two drainageways that flow from east to west and converge at the west side of the site near South 40th Street. The City has purchased a conservation easement over much of the open space surrounding the drainageways.

PUBLIC SERVICE: Police and fire/rescue protection is provided by the Lincoln Police and Fire Departments. The nearest fire stations are located at South 48th Street and Claire Avenue and South 27th Street and Old Cheney Road.

ANALYSIS:

1. The area of the proposed preliminary plat and CUP was annexed and the zoning was changed from AG to R-3 and R-4 in April, 2006. The zoning is appropriate for the proposed uses.
2. The plat creates 189 lots, all for residential dwelling units on 159 acres. Outlots I and K, reserved for future development, are the site of the CUP which proposes 34 dwelling units on 16 acres, well below the maximum allowable density of 233 units.
3. The drainageways along with portions of the adjacent open spaces will be preserved by a conservation easement that has been granted to the City. The boundary of the easement is delineated on the plat. While development within the easement is prohibited, stream crossings to allow for street connections are permitted.
4. Several waivers have been requested for both the preliminary plat and the CUP. Waivers to Lincoln Municipal Code can be approved by the Planning Commission, and the waivers to Design Standards can be approved administratively by the directors of Planning and Public Works. Each waiver request is discussed below:

Preliminary Plat #06009

(to Lincoln Municipal Code)

1. Block length in excess of 1,320' - The justification provided by the applicant is to minimize stream crossings. Reducing the block length requires a street connection between the area of the CUP and Golden Rod Drive to the south. Public Works has stated that the conservation easement does not prohibit crossing the drainageways, and in the absence of other justification the connection should be provided.

2. Lot lines not perpendicular to the right-of-way. This affects several lots located adjacent to street curves. The deviations are not significant and would not create unsuitable lots.
3. Connection to adjacent street system. The justification provided to not connect to Johnson Road at the northeast corner of the plat is to avoid a costly channel crossing, and to reduce the amount of traffic entering the development to the east. Staff recommends denial of this waiver because the justification does not provide evidence that the connection is not feasible. Additionally, the Comprehensive Plan encourages such connections to support the overall theme of "One Community" and to provide connectivity among neighborhoods. Connectivity between neighborhoods reduces the traffic demand on the surrounding arterial streets. Such connections result in a more efficient transportation system with multiple routes in and out of neighborhoods, thereby reducing the traffic demand on individual local streets. While the connection may result in increased traffic through the adjacent Kensington Estates acreage development, it will also provide acreage owners better access to the future commercial centers along South 40th Street and Yankee Hill Road

(to Design Standards for administrative review)

4. Non-standard intersection. Public Works denies this request.
5. Less than minimum centerline curve radius. Public Works notes it violates safety requirements and denies this request.
6. Exceed maximum intersection approach grades. Public Works finds the grade excessive and denies this request.

Special Permit #06044

(to Lincoln Municipal Code)

1. Adjust setbacks. This request will allow buildings to be built to lot lines. Because the individual lots are surrounded by common open space in an outlot, adequate separation is provided, and given the relatively low density and amount of open space this request is appropriate.
2. Lot lines not perpendicular to the street. The deviations are not significant and would not create unsuitable lots.
3. Allow lots without frontage to a public street or private roadway. While the lots do not front onto a public street or private roadway, the lots will have access to a private roadway via a common access easement and this request is appropriate.

(to Design Standards for administrative review)

4. Sewer not parallel to street centerline. Waiver is not required.
5. Non-standard cul-de-sac. Public Works approves this request.

5. The annexation agreement approved with AN#05016 states the obligations of both City and the owners regarding infrastructure to serve the plat. This includes dedication of rights-of-way for both South 40th Street and Rokeby Road. The agreement states that 120/130' of right-of-way shall be dedicated for both streets, but includes a provision for less along Rokeby Road if approved by the City. The amount shown on the plat for Rokeby Road varies from 130' to 108'. Staff is recommending the full-width right-of-way be dedicated at this time to accommodate a four-lane facility in the future.
The agreement noted that Rokeby Road does not exist, but that the location will be determined at the time of preliminary plat. Public Works notes that the alignment shown on the plat does not conform to standards and must be revised. The alignment must both comply with applicable design standards, but also consider the existing drainageway and floodprone area that extends southeast of this site near the section line. Acreage owners in Silver Springs Addition located south of the floodprone area are concerned that the proposed street alignment will disturb the flow characteristics of the drainageway and negatively impact their properties.

The proposed alignment must comply with the applicable design criteria, and must intersect Rokeby Road where it exists at South 56th Street. The alignment should also minimize disruption to the floodprone area and impacts upon property owners in the area. The recommended conditions of approval include the requirement that the alignment be revised to the satisfaction of Public Works.
6. The design of Rokeby Road also requires intersections and median openings to be determined at this time for that portion adjacent to this plat. Public Works notes that the South 43rd Street intersection must be moved east to provide a 1/4 mile separation from South 40th Street. This requires the lot layout to be revised to extend Coral Bell Drive to Rokeby Road, and elimination of the South 43rd Street/Rokeby Road intersection.
7. A waiver to allow a block length in excess of 1,320' is requested. The justification is "to minimize the number of stream crossings." Public Works notes that the conservation easement the City purchased does not prohibit stream crossings, and the waiver should be denied. The most suitable location for a connection would be between from Golden Rod Drive and the private roadway in the CUP on Outlot K. This connection provides access to the median opening at Willow Road and the future employment center west of South 40th Street, and would also allow access to the Southwood Lutheran Church on Lot, Block 1 without having to use the adjacent arterial streets.
8. A waiver to the requirement to connect to the existing street system is also requested. Johnson Road in Kensington Estates terminates at the northeast corner

of the plat. It was platted and built with the intent that it would connect to a future street when the adjacent property was developed. In the absence of adequate justification, staff recommends the street connection be made as originally intended consistent with the Comprehensive Plan and Land Subdivision Ordinance.

9. The Comprehensive Plan shows the bicycle trail extending through this site, approximately following the south drainageway. An easement must be shown to accommodate the trail in a location approved by the Parks and Recreation Department.
10. South 48th Street is shown entirely on property beyond the limit of this plat, but provides public street frontage to ten lots. It is an acceptable layout as shown, however the lots fronting onto it cannot be final platted until such time as the street is dedicated and built.
11. One-half the required right-of-way for Wilderness Hills Blvd at the northwest corner of the plat is shown dedicated with this development. The lots adjacent to it will be required to relinquish access to it until such time as the full-width right-of-way is dedicated and the street built.
12. 911 Emergency Communications notes several required corrections to the proposed street names. They must be revised to the satisfaction of 911 and the Planning Department.
13. The Fire Department has denied the proposed hydrant layout due excessive spacing. The hydrant plan must be revised and approved by the Fire Department.
14. Screening is required for residential properties adjacent to major streets. A note must be added to the site plan that states all screening as required by the Land Subdivision Ordinance shall be provided at the time of final plat.
15. Note #32 on Sheet 1 of 3 for the CUP notes that the required recreation facility shall be a gazebo. The area and a detail plan of the recreation facility must be shown on the site plan.
16. Other minor corrections to the plans are required and they are noted in the recommended conditions of approval.

CONDITIONS OF APPROVAL:

Preliminary Plat #06009

Site Specific:

1. After the subdivider completes the following instructions and submits the documents and plans and 6 copies to the Planning Department, the preliminary plat will be signed by the Chair of the Planning Commission certifying approval: (NOTE: These documents and plans are required by ordinance or design standards.)
 - 1.1 Revise the preliminary plat to show:
 - 1.1.1 A street connection to existing Johnson Road unless the subdivider's waiver request is approved by the City Council.
 - 1.1.2 No block length in excess of 1,320' unless the subdivider's waiver request is approved by the City Council.
 - 1.1.3 All intersections meeting Design Standards.
 - 1.1.4 All centerline curve radii meeting Design Standards.
 - 1.1.5 All intersection approach grades meeting Design Standards.
 - 1.1.6 120'/130' of right-of-way dedicated for Rokeby Road.
 - 1.1.7 Rokeby Road aligned to the satisfaction of Public Works and Utilities.
 - 1.1.8 Street intersections along Rokeby Road located approximately one-quarter mile apart to the satisfaction of Public Works and Utilities.
 - 1.1.9 An easement to accommodate the bike trail in a location and of adequate width to the satisfaction of the Parks and Recreation Department.
 - 1.1.10 Add a general site note that states "LOTS 16-18, BLOCK 10 AND LOTS 8-14, BLOCK 16 SHALL NOT BE FINAL PLATTED UNTIL SUCH TIME AS THEY HAVE FRONTAGE TO A DEDICATED PUBLIC STREET."
 - 1.1.11 Add a general site note that states "LOT 1, BLOCK 1 AND OUTLOT J RELINQUISH ACCESS TO WILDERNESS HILLS BLVD UNTIL SUCH

TIME AS THE FULL-WIDTH STREET IS PLATTED AND ALL REQUIRED RIGHT-OF-WAY IS DEDICATED.”

1.1.12 Street names to the satisfaction of 911 Emergency Communications and the Planning Department.

1.1.13 A revised fire hydrant layout approved by the Fire Department.

1.1.14 A note that states “ALL SCREENING AS REQUIRED BY LMC SECTION 26.27.080 TO BE PROVIDED AT THE TIME OF FINAL PLAT.”

1.1.15 Right-of-width along South 40th Street.

1.1.16 All existing buildings within the boundary of the preliminary plat including the existing church.

1.1.17 General Site Note #18 revised by deleting “ACCEPT AS ADJUSTED AND SHOWN BY THIS PERMIT.”

1.1.18 General Site Note #21 revised to state “.....IF THEY HAVE ACCESS TO A PUBLIC ACCESS EASEMENT.”

1.1.19 General Site Note #22 deleted.

1.1.20 Revisions as noted by the Public Works Department to their satisfaction.

1.1.21 A revised grading and drainage plan approved by the Public Works Department.

1.1.22 Minimum opening elevations for all affected lots.

1.1.23 All easements as required by the L.E.S review, and General Site Note #17 deleted.

General:

3. Final Plats will be approved by the Planning Director after:

3.1 The required improvements are completed or a surety is posted to guarantee the completion of the public streets, private roadway improvements, sidewalks, sanitary sewer system, water system, drainage

facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs.

3.2 The subdivider has signed an agreement that binds the subdivider, its successors and assigns:

to complete the street paving of public streets, and temporary turnarounds and barricades located at the temporary dead-end of the streets shown on the final plat within two (2) years following the approval of this final plat.

to complete the installation of sidewalks along both sides of streets and as shown on the final plat within four (4) years following the approval of this final plat.

to pay the City the amount to complete the installation of sidewalks along South 40th Street and Rokeby Road.

to complete the public water distribution system to serve this plat within two (2) years following the approval of this final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of this final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of this final plat.

to complete the enclosed private drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of this final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of this final plat.

to complete the installation of public street lights along streets within this plat within two (2) years following the approval of this final plat.

to complete the planting of the street trees within this plat within four (4) years following the approval of this final plat.

to pay the City the amount to plant street trees along South 40th Street and Rokeby Road.

to complete the planting of the landscape screen within this plat within two (2) years following the approval of this final plat.

to complete the installation of the street name signs within two (2) years following the approval of this final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to timely complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance which have not been waived but which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the preliminary plat.

to maintain the outlots and private improvements on a permanent and continuous basis.

to maintain the plants in the medians and islands on a permanent and continuous basis.

to maintain the street trees and landscape screens on a permanent and continuous basis.

to maintain and supervise the private facilities which have common use or benefit on a permanent and continuous basis, and to recognize that there may be additional maintenance issues or costs associated with providing for

the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development.

to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Owner(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

- (1) Owner shall not be relieved of Owner's maintenance obligation for each specific private improvement until a registered professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.
- (2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

to submit to the lot buyers and builders a copy of the soil analysis.

to pay all design, engineering, labor, material, inspection, and other improvement costs.

to protect the trees that are indicated to remain during construction and development.

to relinquish the right of direct vehicular access from lots adjacent to South 40th Street and Rokeby Road except as shown.

Special Permit #06044

Site Specific

1. This approval permits 34 dwelling units waivers/modifications to design standards to adjust setbacks to 0', to allow lot lines not perpendicular to the right-of-way, to allow a non-standard cul-de-sac, and to allow lots without frontage to a public street or private roadway.

2. The Planning Commission approves associated request:

2.1 Preliminary Plat #06009.

3. Final plat(s) is/are approved by the City.

If any final plat on all or a portion of the approved community unit plan is submitted five (5) years or more after the approval of the community unit plan, the city may require that a new community unit plan be submitted, pursuant to all the provisions of section 26.31.015. A new community unit plan may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the community unit plan as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance.

General:

4. Before a final plat is approved:

4.1 The permittee shall complete the following instructions and submit the documents and plans to the Planning Department for review and approval.

4.1.1 A revised site plan including 5 copies showing the following revisions:

4.1.1.1 A common access easement instead of a public access easement over that portion of the easement between the lots and the private roadway.

4.1.1.2 Show the location and detail of the recreation facility.

4.1.1.3 Revise General Site Note #24 by deleting "ACCEPT AS ADJUSTED AND SHOWN BY THIS PERMIT."

4.1.2 Provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

4.2 The construction plans comply with the approved plans.

Standard:

5. The following conditions are applicable to all requests:

- 5.1 Before occupying the dwelling units all development and construction is to comply with the approved plans.
- 5.2 All privately-owned improvements, including landscaping and recreational facilities, are to be permanently maintained by the owner or an appropriately established homeowners association approved by the City.
- 5.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
- 5.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
- 5.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 60 days following the approval of the special permit, provided, however, said 60-day period may be extended up to six months by administrative amendment. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Prepared by:

Brian Will, 441-6362, bwill@lincoln.ne.gov
Planner
July 19, 2006

OWNERS: Sundance LLC and Buckshot Farms
3730 South 14th Street
Lincoln, NE 68502
402.434.5459

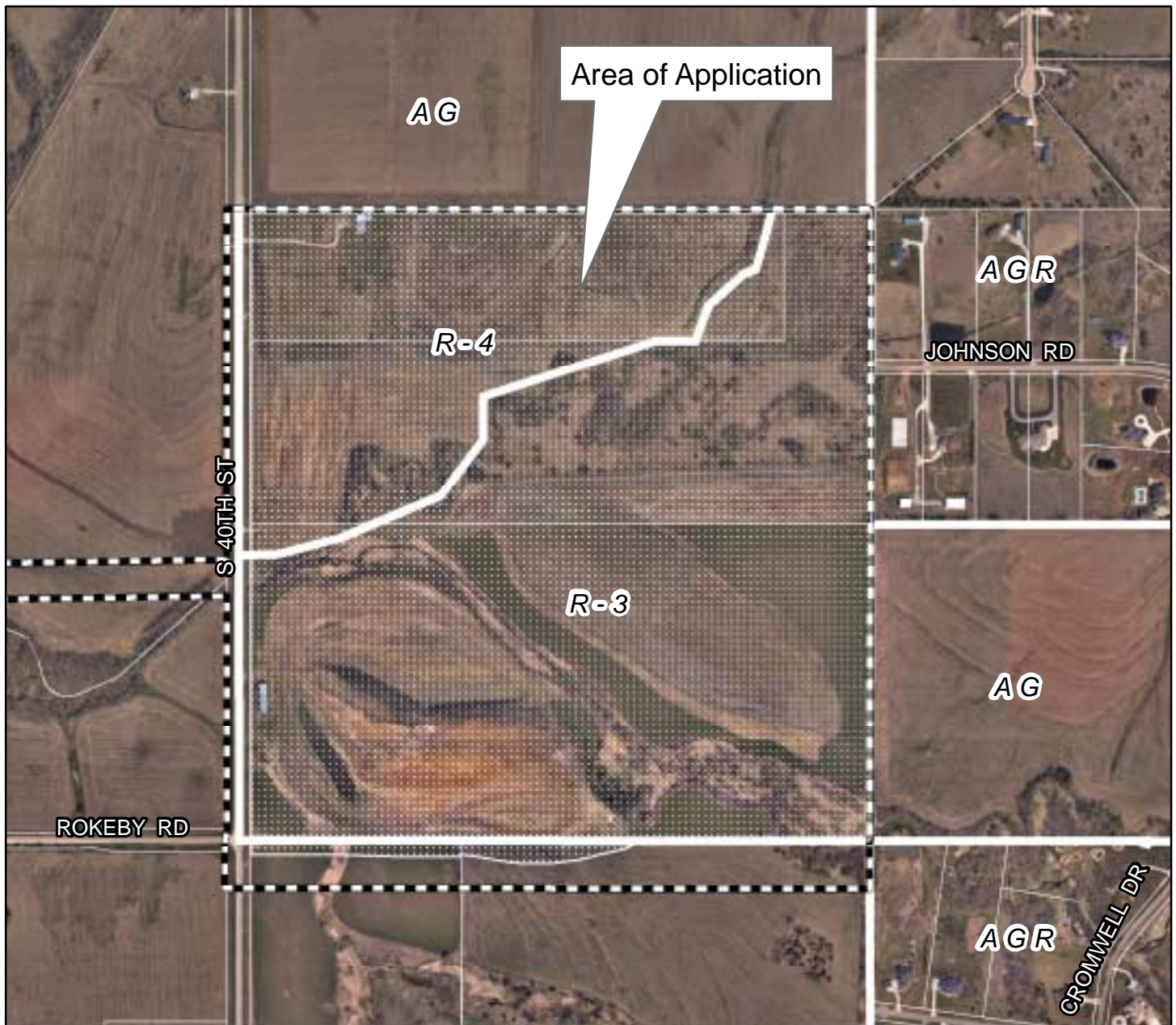
Grandale
PP#06009
SP#06044

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Southwood Lutheran Church
5511 South 27th Street
Lincoln, NE 68512
402.423.5511

APPLICANT: Sundance LLC and Buckshot Farms
3730 South 14th Street
Lincoln, NE 68502
402.434.5459

CONTACT: Tim Gergen
Olsson Associates
1111 Lincoln Mall
Lincoln, NE 68508



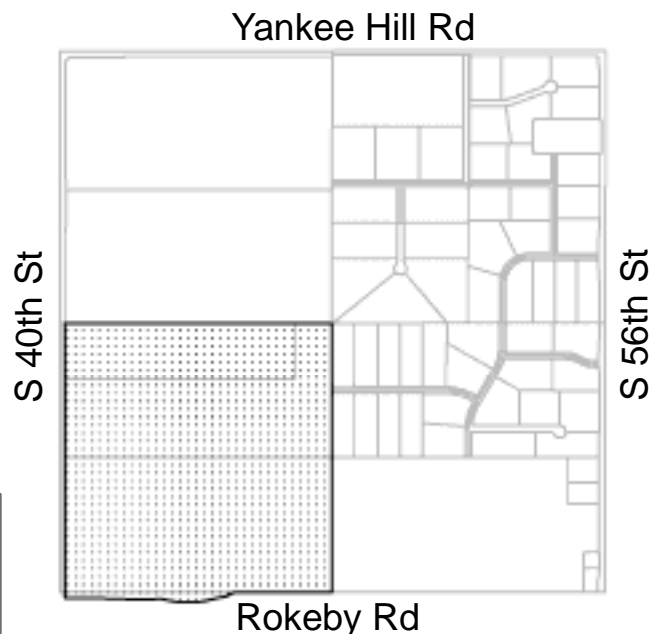
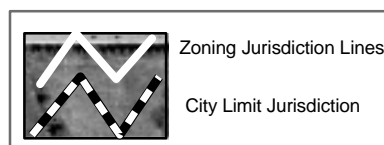
Preliminary Plat #06009 **Grandale Addition** **S 40th Street and Rokeby Road**

2005 aerial

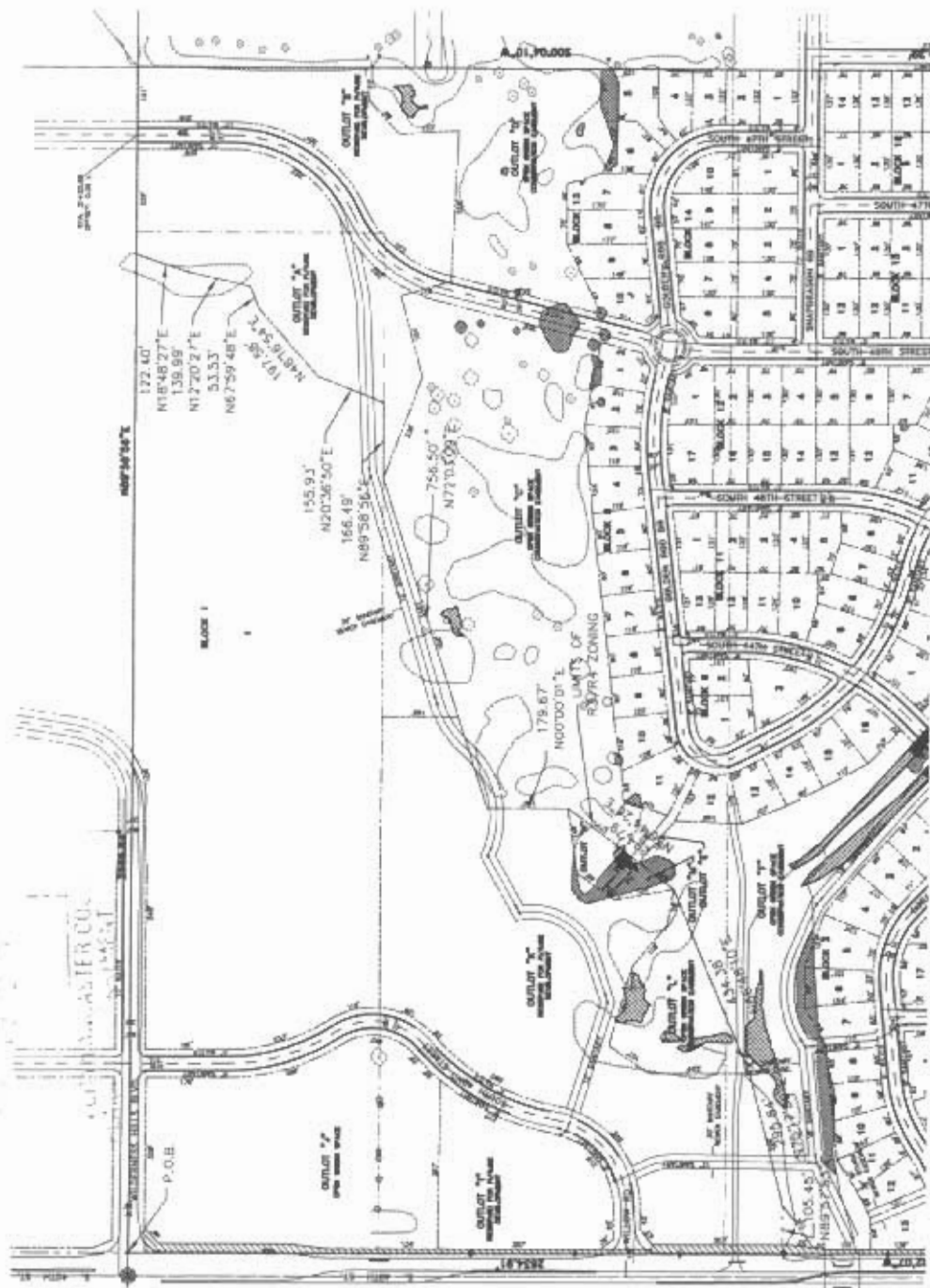
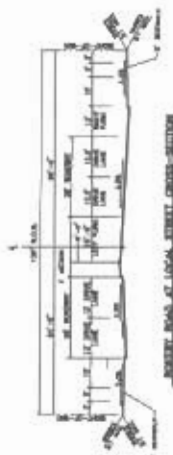
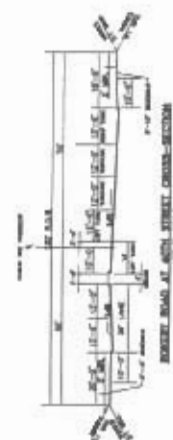
Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
 Sec. 29 T09N R07E



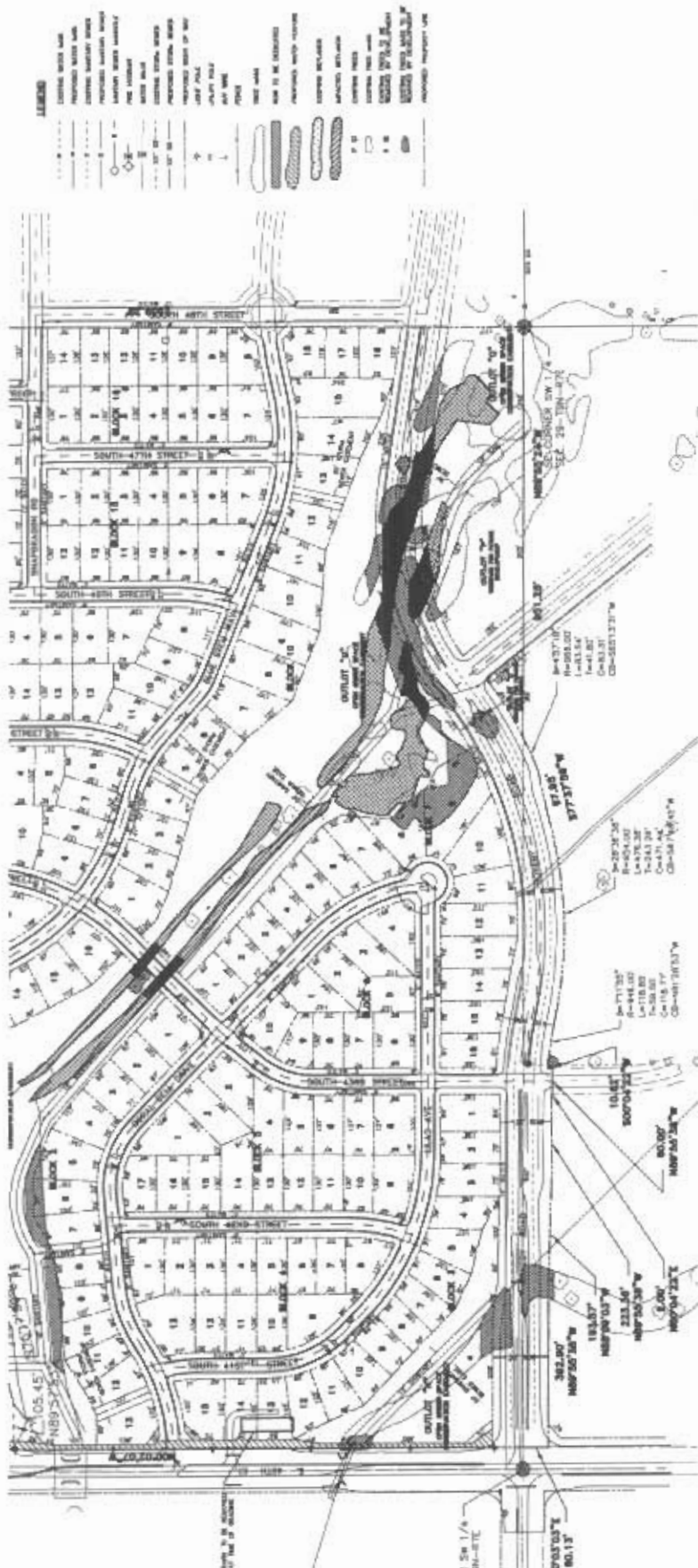
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GRANDDALE

RECEIVED

JUL 17 2006

LANCASHIRE CITY/LANCASTER CO.
PLANNING DEPARTMENT

GRANDON PRELIM. PLAT

GENERAL SITE NOTES

1. ALL SANITARY SEWERS & WATER MAINS TO BE PUBLIC.
2. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
3. ALL PAVING RADII TO BE 20' UNLESS OTHERWISE NOTED.
4. ALL INTERSECTION ANGLES SHALL BE 90° ±10° UNLESS OTHERWISE NOTED.
5. THE CURRENT ZONING IS R-3 AND R-4.
6. DIRECT VEHICULAR ACCESS TO SOUTH 40TH ST. & ROKEBY ROAD IS RELINQUISHED EXCEPT AS SHOWN.
7. ALL ELEVATIONS ARE BASED ON NAVD 1988.
8. SIDEWALKS TO BE BUILT ALONG BOTH SIDES OF PUBLIC & PRIVATE STREETS.
9. ALL SIDEWALKS SHALL BE 4' WIDE MINIMUM AND ALL SIDEWALK EASEMENTS SHALL BE 10' WIDE. (UNLESS OTHERWISE NOTED)
10. ORNAMENTAL LIGHTING ALONG ALL PUBLIC STREETS SHALL BE IN ACCORDANCE WITH L.E.S. REGULATIONS.
11. THE DEVELOPER AGREES TO COMPLY WITH THE DESIGN STANDARDS OF THE CITY OF LINCOLN FOR EROSION CONTROL AND SEDIMENTATION DURING AND AFTER LAND PREPARATION AND FURTHER TO SUBMIT A SEEDING AND MAINTENANCE SCHEDULE BEFORE SITE GRADING IS COMPLETE.
12. THE DEVELOPER AGREES TO COMPLY WITH PROVISIONS OF THE LAND SUBDIVISION ORDINANCE REGARDING LAND PREPARATION.
13. CENTER ISLANDS IN CUL-DE-SAC'S, BOULEVARDS AND ROUNDABOUTS SHALL BE LANDSCAPED.
14. A HOMEOWNER ASSOCIATION SHALL BE ESTABLISHED TO MAINTAIN ALL OPEN SPACE AREAS INCLUDING THE PRIVATE ROADWAYS, MEDIANS AND ROUNDABOUTS.
15. LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT.
16. ALL STREET DIMENSIONS ARE TO BACK OF CURB.
17. EXISTING AND PROPOSED EASEMENTS TO BE IDENTIFIED AND SHOWN AT TIME OF FINAL PLATTING.
18. DETAILS OF ALL SIGNS, INCLUDING TYPE, HEIGHT AND SIZE, WILL BE SUBMITTED SEPARATELY FOR REVIEW WITH THE BUILDING PERMIT AND NEED NOT BE SHOWN ON THE PLAN, AND SHALL BE IN ACCORDANCE WITH LINCOLN MUNICIPAL CODE TITLE 27, ACCEPT AS ADJUSTED AND SHOWN BY THIS PERMIT.
19. STREET TREES TO BE REVIEWED AT TIME OF FINAL PLAT AND ASSIGNED BY PARKS AND RECREATION.
20. ALL REQUIRED LANDSCAPING TO BE PROVIDED IN COMPLIANCE WITH THE CITY OF LINCOLN DESIGN STANDARDS. REQUIRED LANDSCAPING AND SCREENING TO BE REVIEWED AT THE TIME OF BUILDING PERMITS. STREET TREES TO BE INSTALLED AS REQUIRED BY THE APPROVED FINAL PLAT.
21. LOTS MAY BE CREATED WITHOUT FRONTAGE TO A PUBLIC STREET IF THEY HAVE ACCESS TO A PUBLIC EASEMENT.
22. EXISTING AND PROPOSED EASEMENTS TO BE TIED DOWN AT TIME OF FINAL PLATTING.
23. THE YARD SETBACKS REGULATE STRUCTURAL WALLS ONLY AND DOES NOT RESTRICT OVERHANGS, PATIOS, DOOR SWINGS, WINDOW SWINGS, ETC. FROM ENCOACHING INTO THE SETBACKS.
24. NO PORTION OF THIS PRELIMINARY PLAT IS WITHIN THE RECORDED 100 YEAR FLOOD PLAIN.

WAIVERS

1. ALLOW LOT LINES NON-PERPENDICULAR TO THE RIGHT-OF-WAY.
2. ALLOW A NON-STANDARD INTERSECTION.
3. EXCEED MINIMUM CENTERLINE RADIUS (CURVE Q).
4. EXCEED MAXIMUM BLOCK LENGTH.
5. EXCEED MAXIMUM INTERSECTION APPROACH GRADE.

PINE LAKE ROAD



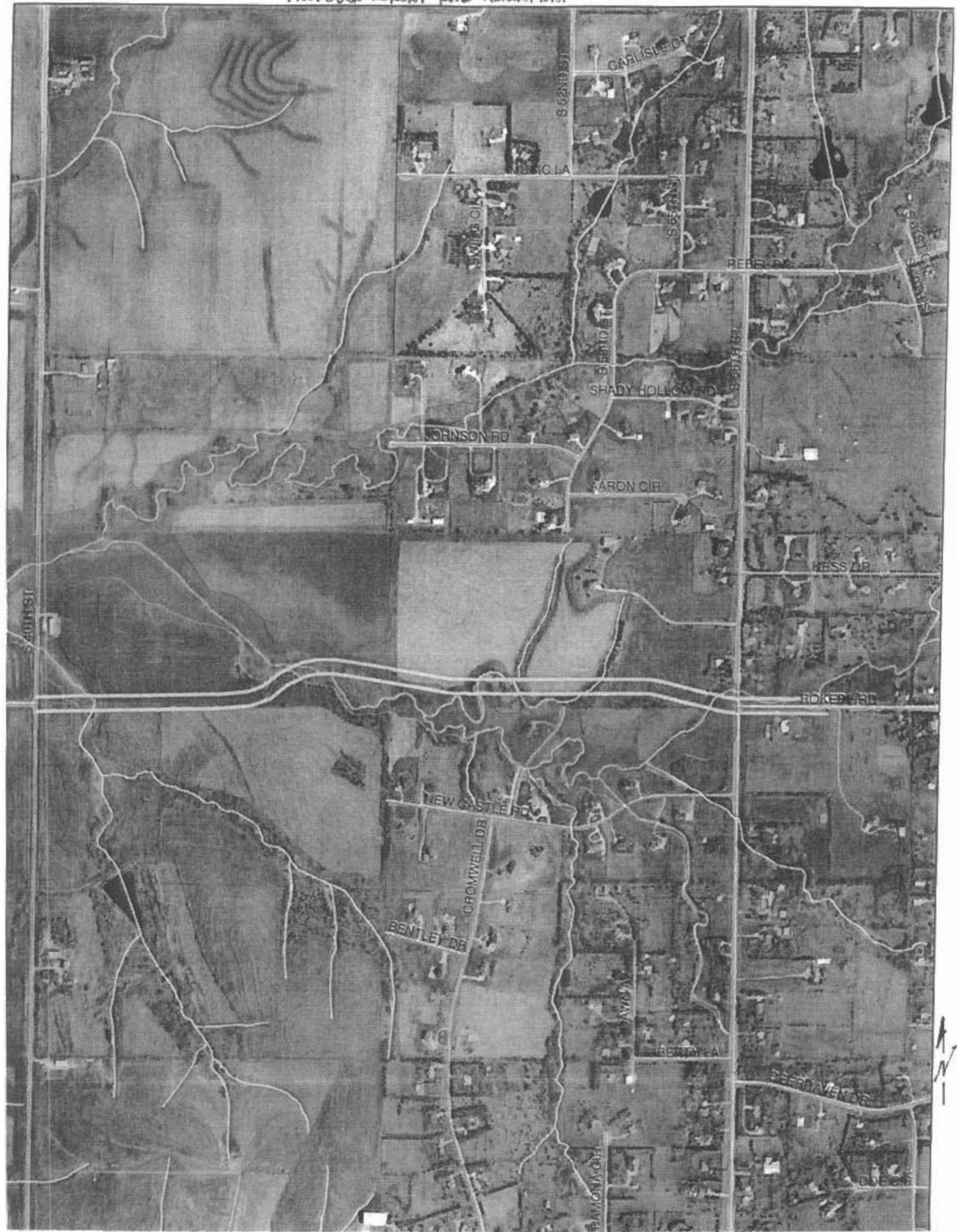
OLSSON
ASSOCIATES

1111 Lincoln Mall, Suite 111
P.O. Box 84608
Lincoln, NE 68501-4608
TEL 402.474.0311
FAX 402.474.5160
www.olsonassociates.com



VISIONS

PROPOSED ROKERY ROAD ALIGNMENT



PRELIM. PLAT

LEGAL DESCRIPTION

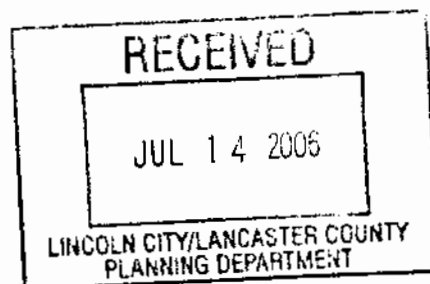
A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF LOTS 32 I.T., 39 I.T., AND 40 I.T., ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST, AND A PORTION OF LOTS 43 I.T., AND 52 I.T., LOCATED IN THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, STATE OF NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

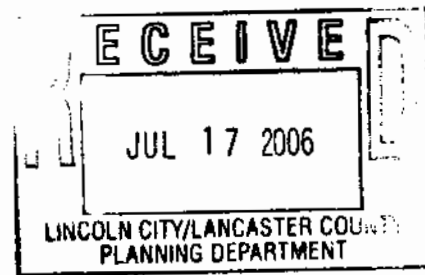
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 29, THENCE SOUTH 89 DEGREES 55 MINUTES 24 SECONDS EAST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 50.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 32 I.T., SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 32 I.T., THE WEST LINE OF LOT 39 I.T., AND THE WEST LINE OF LOT 40 I.T., SAID LINE BEING A EAST LINE OF SOUTH 40TH STREET RIGHT-OF-WAY, SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER ON AN ASSUMED BEARING OF NORTH 00 DEGREES 02 MINUTES 07 SECONDS WEST, A DISTANCE OF 2,634.91 FEET TO THE NORTHWEST CORNER OF SAID LOT 40 I.T., THENCE NORTH 89 DEGREES 58 MINUTES 56 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 40 I.T., AND THE NORTH LINE OF SAID LOT 39 I.T., SAID LINE BEING THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 2,585.84 FEET TO THE NORTHEAST CORNER OF SAID LOT 39 I.T., SAID POINT BEING THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER, THENCE SOUTH 00 DEGREES 04 MINUTES 10 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 39 I.T., AND THE EAST LINE OF SAID LOT 32 I.T., A DISTANCE OF 2,639.22 FEET TO THE SOUTHEAST CORNER OF SAID LOT 32 I.T., SAID POINT BEING THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER, THENCE NORTH 89 DEGREES 55 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 32 I.T., SAID LINE BEING THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 951.28 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE, THENCE ALONG A CURVE IN A CLOCKWISE DIRECTION, HAVING A DELTA ANGLE OF 04 DEGREES 57 MINUTES 18 SECONDS, A RADIUS OF 966.00 FEET, A ARC LENGTH OF 83.54 FEET, A CHORD BEARING OF SOUTH 65 DEGREES 13 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 83.51 FEET TO A POINT, THENCE SOUTH 77 DEGREES 37 MINUTES 59 SECONDS WEST, A DISTANCE OF 97.95 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE, THENCE ALONG A CURVE IN A CLOCKWISE DIRECTION, HAVING A DELTA ANGLE OF 28 DEGREES 36 MINUTES 38 SECONDS, A RADIUS OF 954.00 FEET, A ARC LENGTH OF 476.38 FEET, A CHORD BEARING OF SOUTH 87 DEGREES 48 MINUTES 45 SECONDS WEST, AND A CHORD DISTANCE OF 471.44 FEET TO A POINT OF REVERSE CURVATURE, THENCE ALONG A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A DELTA ANGLE OF 07 DEGREES 11 MINUTES 55 SECONDS, A RADIUS OF 946.00 FEET, A ARC LENGTH OF 118.85 FEET, A CHORD BEARING OF NORTH 81 DEGREES 28 MINUTES 53 SECONDS WEST, AND A CHORD DISTANCE OF 118.77 FEET TO A POINT, THENCE SOUTH 00 DEGREES 04 MINUTES 22 SECONDS WEST, A DISTANCE OF 10.62 FEET TO A POINT, THENCE NORTH 89 DEGREES 55 MINUTES 38 SECONDS WEST, A DISTANCE OF 60.00 FEET TO A POINT, THENCE NORTH 00 DEGREES 04 MINUTES 22 SECONDS EAST, A DISTANCE OF 2.00 FEET TO A POINT, THENCE NORTH 89 DEGREES 55 MINUTES 38 SECONDS WEST, A DISTANCE OF 223.36 FEET TO A POINT,; THENCE NORTH 88 DEGREES 09 MINUTES 03 SECONDS WEST, A DISTANCE OF 193.57 FEET TO A POINT,; THENCE NORTH 89 DEGREES 55 MINUTES 38 SECONDS WEST, A DISTANCE OF 392.90 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF LOT 52 I.T., LOCATED IN THE NORTHWEST QUARTER OF SECTION 32, THENCE NORTH 00 DEGREES 03 MINUTES 03 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 52 I.T., SAID LINE

BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OS SAID
NORTHWEST QUARTER, A DISTANCE OF 60.13 FEET TO THE POINT OF BEGINNING,
SAID TRACT CONTAINS A CALCULATED AREA OF 6,920,946.43 SQUARE FEET OR
158.88 ACRES, MORE OR LESS.

Thursday, July 13, 2006

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July 6, 2006
Revised July 14, 2006

Mr. Marvin Krout
Planning Department, City of Lincoln
County-City Building
555 So. 10th Street
Lincoln, NE 68508

RE: Grandale, South 40th St. and Rokeby Road
Preliminary Plat

Dear Mr. Krout:

Enclosed please find the following for the above-mentioned project.

1. Application Form
2. Ownership Certificate
3. Application fee (\$3,100.00)
4. Soils Report
5. Site Plan (3 sheets)– 24 copies
6. Site Plan - 8 ½ x 11 (3 sheets)
7. Drainage & Grading Plan – 9 copies
8. Street Profiles (3 sheets) – 9 copies
9. Drainage Report – 3 copies

On behalf of the Owner/Developers, Sundance, LLC; Buckshot Farms, 3730 S. 14th Street, Lincoln, NE 68502 and Southwood Lutheran Church, 5511 S. 27th Street, Lincoln, NE 68512, we are submitting a preliminary plat for approximately 198 units and a church located at approximately South 40th Street and Rokeby Road. Sundance LLC also owns the property south of Rokeby Road adjacent to the preliminary plat boundary.

Also as part of this submittal we are requesting several waivers to the City of Lincoln Design Standards and the L.M.C. as follows:

1. L.M.C. 26.23.130 to allow block lengths in excess of 1,320' to minimize the amount of channel crossings.

2. Lincoln Design Standards to allow a non-standard intersection for the intersection of Lilac Avenue and Coral Bell Drive. In order to reduce the number of intersections with Rokeby Road, a non-standard intersection is being requested to assist in creating more developable lots with an appealing street layout.
3. Lincoln Design Standards for exceeding minimum centerline radius for curve 'Q' on Golden Rod Drive. The existing conservation easement in this area creates a peninsula of developable land which lends itself ideal for a smaller radius of curvature for the roadway.
4. L.M.C. 26.23.140 to allow lot lines non-perpendicular to right-of-way *in order to have a more efficient lot layout.*
5. Lincoln Design Standards to exceed the maximum intersection approach grade at the intersection of Wilderness Hills Blvd. and South 42nd Street. The uphill approach grade to Wilderness Hills Blvd. from South 42nd Street exceeds design standards to maintain the existing topography of the site as much as possible.
6. *L.M.C. 26.23.030 to waive the requirement to connect to adjacent street systems in order to avoid a costly channel crossing due to the City's no net rise requirement and to reduce the amount of traffic entering the acreage development to the east.*

Please contact me if you have any questions or require additional information.

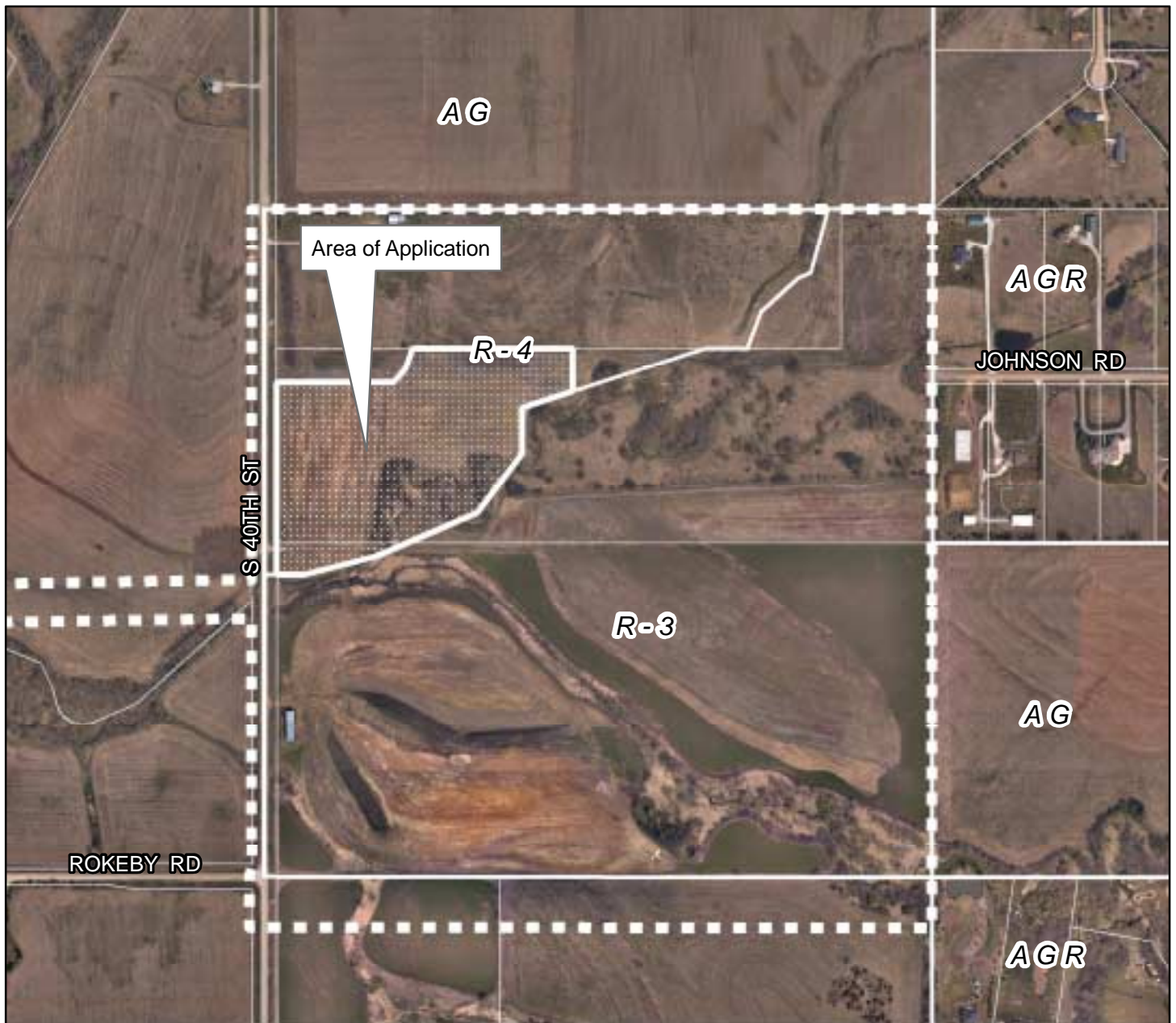
Sincerely,



Tim Gergen

Enclosures

cc: Cori Vokoun (Sundance LLC & Buckshot Farms)
Lori Changstrom (Southwood Lutheran Church)
Kent Seacrest
File



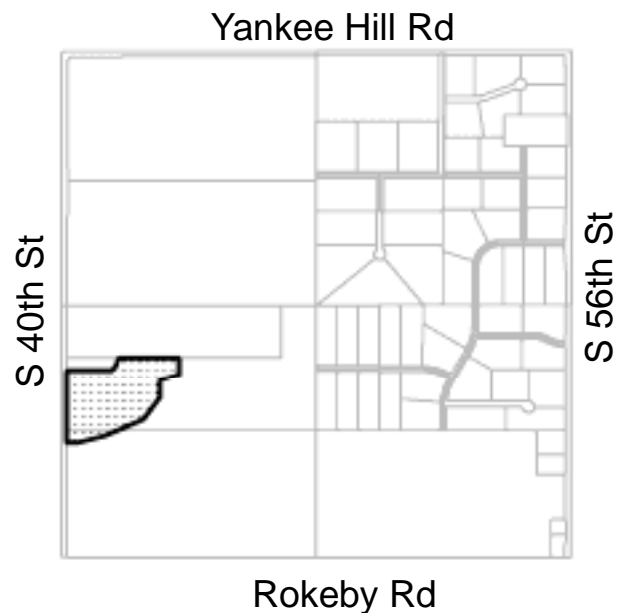
2005 aerial

Special Permit #06044 S 40th Street and Rokeby Road

Zoning:

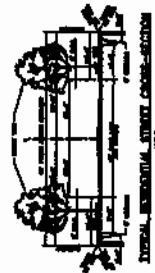
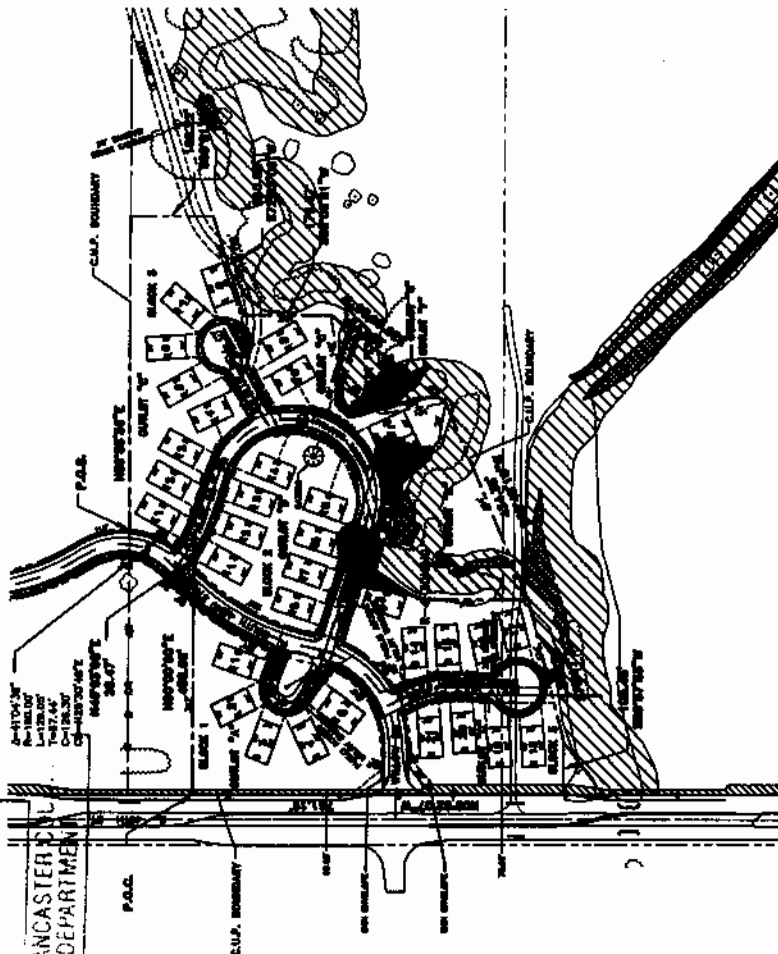
One Square Mile
Sec. 29 T09N R07E

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District



GRANDALE

CITY/LANCASTER COL
PLANNING DEPARTMENT



1.  2.  3.  4.  5.  6.  7.  8.  9.  10.  11.  12.  13.  14.  15.  16.  17.  18. 

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QUESTIONS



THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
155 E. 42ND STREET
NEW YORK 17, N.Y.

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THE MEMBERSHIP COMPANY, ONE PLAN TWO APARTMENT OF THE LINDEN HILL APARTMENTS

**ASSOCIATES
NOSSTVO**



COVER SHEET

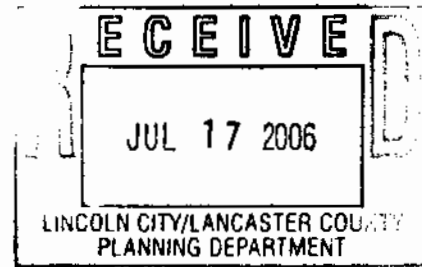
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SPECIAL INVESTIGATION

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July 6, 2006
July 14, 2006

Mr. Marvin Krout
Planning Department, City of Lincoln
County-City Building
555 So. 10th Street
Lincoln, NE 68508

RE: Grandale, South 40th St. and Rokeby Road
Community Unit Plan

Dear Mr. Krout:

Enclosed please find the following for the above-mentioned project.

1. Application Form
2. Ownership Certificate
3. Application fee (\$1,100.00)
4. Site Plan – 24 copies
5. Site Plan - 8 ½ x 11
6. Drainage & Grading Plan – 9 copies
7. Street Paving Profiles – 9 copies

On behalf of the Owner/Developer, Sundance, LLC and Buckshot Farms, 3730 S. 14th Street, Lincoln, NE 68502, we are requesting a special permit for a Community Unit Plan for 34 units located at approximately South 40th Street and Rokeby Road.

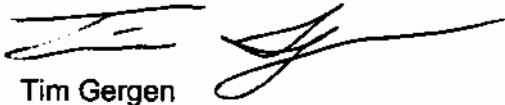
Also as part of this submittal we are requesting several waivers to the City of Lincoln Design Standards and the L.M.C. as follows:

1. L.M.C. 27.17.080 to allow 0' setbacks on all residential lot lines in the C.U.P. area under the following conditions:
 - a. Min. distance between lots is 20'
 - b. Min. distance between the lots and the centerline of the private roadway is 42'
 - c. Min. distance between the lots and public right-of-way is 20'
2. Lincoln Design Standards to allow sanitary sewer to be constructed non-parallel to the centerline of the street for Primrose Court.
3. L.M.C. 26.23.140 to allow lot lines non-perpendicular to right-of-way *in order to have a more efficient lot layout.*

4. Lincoln Design Standards to allow non-standard cul-de-sac for Primrose Court. In order to create a more appealing neighborhood with a landscaped median and avoid a large paved area a waiver is being requested to deviate from the standard cul-de-sac.
5. *L.M.C. 26.23.140 to allow lots to not abut a public street or private roadway to create a building envelope situation where the property owner just owns the residential building.*

Please contact me if you have any questions or require additional information.

Sincerely,


Tim Gergen

Enclosures

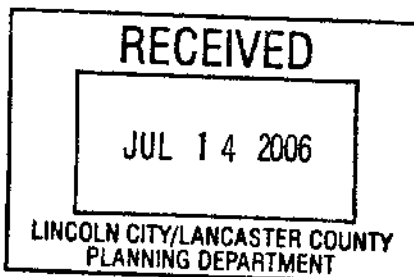
cc: Cori Vokoun (Sundance LLC & Buckshot Farms)
Lori Changstrom (Southwood Lutheran Church)
Kent Seacrest
File

LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOTS 32 I.T., AND 39 I.T., ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, STATE OF NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 39 I.T., SAID POINT BEING ON THE EAST LINE OF SOUTH 40TH STREET RIGHT-OF-WAY, SAID POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST QUARTER, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 39 I.T. ON AN ASSUMED BEARING OF NORTH 89 DEGREES 58 MINUTES 56 SECONDS EAST, A DISTANCE OF 533.67 FEET TO **THE TRUE POINT OF BEGINNING**; THENCE CONTINUING NORTH 89 DEGREES 58 MINUTES 56 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 39 I.T., A DISTANCE OF 633.89 FEET TO A POINT, THENCE SOUTH 00 DEGREES 01 MINUTES 04 SECONDS EAST, A DISTANCE OF 168.22 FEET TO A POINT, THENCE SOUTH 72 DEGREES 03 MINUTES 09 SECONDS WEST, A DISTANCE OF 210.08 FEET TO A POINT, THENCE SOUTH 00 DEGREES 00 MINUTES 01 SECONDS WEST, A DISTANCE OF 179.67 FEET TO A POINT, THENCE SOUTH 36 DEGREES 44 MINUTES 26 SECONDS WEST, A DISTANCE OF 294.79 FEET TO A POINT, THENCE SOUTH 66 DEGREES 48 MINUTES 10 SECONDS WEST, A DISTANCE OF 434.38 FEET TO A POINT, THENCE SOUTH 75 DEGREES 17 MINUTES 30 SECONDS WEST, A DISTANCE OF 295.84 FEET TO A POINT, THENCE SOUTH 89 DEGREES 57 MINUTES 53 SECONDS WEST, A DISTANCE OF 105.45 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF LOT 32 I.T., SAID POINT BEING ON THE EAST LINE OF SOUTH 40TH STREET RIGHT-OF-WAY, SAID POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST QUARTER, THENCE NORTH 00 DEGREES 02 MINUTES 07 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 32 I.T., AND THE WEST LINE OF LOT 39 I.T., SAID LINE BEING THE EAST LINE OF SAID RIGHT-OF-WAY, SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 761.19 FEET TO A POINT, THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 458.68 FEET TO A POINT, THENCE NORTH 46 DEGREES 03 MINUTES 08 SECONDS EAST, A DISTANCE OF 28.47 FEET TO A POINT OF CURVATURE, THENCE ALONG A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A DELTA ANGLE OF 41 DEGREES 04 MINUTES 39 SECONDS, A RADIUS OF 180.00 FEET, A ARC LENGTH OF 129.05 FEET, A CHORD BEARING OF NORTH 25 DEGREES 30 MINUTES 48 SECONDS EAST, AND A CHORD DISTANCE OF 126.30 FEET TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 698,777.80 SQUARE FEET OR 16.04 ACRES, MORE OR LESS.

July 5, 2006
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Memorandum

To: Brian Will, Planning Department

From: Chad Blahak, Public Works and Utilities

Subject: Grandale Preliminary Plat #06009 and Special Permit #06044

Date: July 19, 2006

cc:

Engineering Services has reviewed the submitted plans for the Grandale preliminary plat and special permit, located north and east of South 40th and Rokeby Road and has the following comments:

Sanitary Sewer – The following comments need to be addressed.

(1.1) The requested waiver of design standards for constructing sanitary sewer not parallel to street centerline in Primrose Court is not necessary. Sanitary sewer in cul-de-sacs generally use some curvilinear alignment to provide service connections to all of the lots around the end of the cul-de-sac and is not considered a waiver.

(1.2) The 12" trunk sewer shown extending to the northeast along 46th Street does not address how the land along the drainage way to the north east is planned to be served. The sanitary sewer system needs to be revised to serve this area or information needs to be provided explaining how this area will be served with the proposed sewer alignment.

Water Main – The following comments need to be addressed.

(2.1) The water main in South 40th Street needs to be shown on these plans.

Grading/Drainage – The following comments need to be addressed.

(3.1) The box culvert under 40th Street extending into Outlot H shown on these plans does not represent a final design. The actual grading and structure may extend further into the Outlot.

Streets/Paving - The following comments need to be addressed.

(4.1) The proposed horizontal alignment for Rokeby Road is not satisfactory. The proposed alignment shows two sets of reverse curves. Reverse curves are acceptable where the curve radiuses are sufficiently large as to not require superelevation. The proposed radiuses would not only require superelevation, they also would require a superelevation rate greater than the maximum rate used by City standards and recommended by national guidelines for urban streets. The Rokeby Road alignment needs to be revised to meet arterial street standards with a required 50 mph design speed.

(4.2) The proposed full intersection at 43rd Street and Rokeby Road is not satisfactory. The spacing from this intersection to the 40th and Rokeby intersection is approximately 900 feet which is significantly less than the required 1320 feet. This intersection needs to be moved as close to the quarter mile line as possible. Also, the full median break at the proposed tee intersection located approximately 800 feet west of the half mile line needs to be removed as there should only be one full median break between 40th Street and the half mile line.

(4.3) The required 120' wide ROW needs to be shown for Rokeby Road. At the intersection locations 130' wide ROW needs to be shown to provide for the required turn lanes.

(4.4) The proposed profile for Rokeby Road appears to be designed based on a 45 mph design speed. Arterial streets are to be designed based on a 50 mph design speed. The Rokeby Road profile and associated grading need to be revised using a 50 mph design speed.

(4.5) Public Works does not approve the requested waiver of design standards for horizontal curve radius in Golden Rod Drive. The minimum horizontal curve radius standards are based on safety requirements not on subdivision design convenience. Design standards require a minimum of 150' radius for local streets.

(4.6) Public Works does not approve the requested waiver of design standards for intersection geometry for the intersection of Lilac Avenue and Coral Bell Drive as shown. However, some form of waiver would be acceptable.

(4.7) Public Works does not approve the generic block length waiver. Specific waiver locations should be identified and justified. Public Works specifically objects to the block length waiver between 46th and 40th Streets. The proposed plat shows a pedestrian crossing approximately at the location of Curve Q in Golden Rod Drive. This crossing is shown to require a twin 12' x 8' box culvert. Public Works would approve a street section waiver to construct a narrower street with no parking in this location. The street would provide connectivity between the two residential areas.

(4.7) Curve data needs to be shown for the horizontal curves in 46th Street at the northwest corner of the plat.

(4.8) Public Works recommends that the plans be revised to show 48th Street and 43rd Street as 35' wide paving for the first block north of Rokeby Road. These intersections will be the quarter and half mile full median break intersections and could be possible locations for future traffic signals. The wider paving would allow for a dedicated left turn lane. Willow Road should also be revised to show the 35' paving for the first block east of 40th Street.

(4.9) Public works approves the requested waiver of cul-de-sac geometry for the private roadway Primrose Court.

(4.10) As shown on the plans 48th Street is located entirely on the property to the east. This implies that the cost to construct 48th Street is the responsibility of the property owner to the east. Public Works recommends that the plans be revised to show 48th Street centered on the half section line or information needs to be provided showing why the entire street is shown on the adjacent property.

(4.11) It appears possible to make a connection to the existing Johnson Road from the acreage development in the northeast part of the plat. The connection would require a large multi-barrel box culvert to meet flood regulations. Also, it is likely that easements would be required on the existing acreages to the east if the culvert structure increased flood elevations on those properties. The developer could also apply to the Corps of Engineers to re-align the channel if such a change would better facilitate the crossing.

(4.12) Public Works does not approve the requested waiver of design standards for platform grades in 42nd Street as shown. The proposed grade is nearly two times the maximum grade required by standards a lesser waiver may be acceptable.

General – The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved. Any waivers not specifically requested with this application do not have implied approval. If a waiver of design standards arises at the time of construction plans, Public Works reserves the right to deny such a waiver and require that the plans be revised accordingly.



**PUBLIC WORKS AND
UTILITIES DEPARTMENT**

Memorandum

Date: 7/20/06

To: Brian Will

From: Devin Biesecker

Subject: Grandale Preliminary Plat

cc: Ben Higgins, Dennis Bartels

Below are Watershed Management's comments for the Grandale Preliminary Plat.

Rokeby Road Crossing of Southeast Upper Salt Creek.

On page 3 of the hydrologic and hydraulic study it states that in order to achieve a no-rise condition at the boundary of this proposed preliminary plat that a large septuple box culvert is required at Rokeby Road. If the rise in the floodplain at this location is due to more than the road crossing then a larger box culvert may be required to achieve a no-rise. If the rise in the floodplain is due solely to the roadway crossing, then per the New Growth Area Floodplain Standards a 1 foot rise in 100 year floodplain elevations is allowable provided that other alternatives to reduce the rise are evaluated and that a flowage easement be acquired on the properties effected by the rise.

In reviewing the plans Watershed Management feels that a more efficient alternative to cross Southeast Upper Salt Creek is possible. Because Rokeby Road will be an arterial street Watershed Management feels that other alternatives for the crossing of Southeast Upper Salt Creek should be considered, particularly if another alternative would reduce impacts to the floodplain and also reduce the length and size of the box culvert required.

Conservation Easement

The City of Lincoln along with the Lower Platte South Natural Resource District recently acquired conservation easements on this property along the 100 year floodplain. The conservation easement should be shown on the drainage and grading plan. Grading should not be shown within the conservation easement area except for the grading of roadway crossings and the bikeway crossing.

**Review Comments for
Application #: PP00009
GRANDALE**

Comments as of: Wednesday, July 19, 2006

Status of Review: **Denied**

07/10/2006 7:42:02 AM

Reviewed By **911**

ANY

Comments: Following recommended names are duplicates of an existing street and do not align; Golden Rod Dr, Willow Rd, Lilac Ave, and Holly Hock Ct. Verbena Ln is to similar to the existing Urbanna Ln. Primrose Ct is a duplicate of an existing street in Hickman but we would approve Primrose Circle.

Status of Review: **Approved**

Reviewed By **Alltel**

ANY

Comments:

Status of Review: **Denied**

07/07/2006 12:35:35 PM

Reviewed By **Building & Safety**

BOB FIEDLER

Comments: fire hydrant spacing exceeds 420ft.

Status of Review: **FYI**

07/11/2006 2:49:48 PM

Reviewed By **Building & Safety**

Terry Kathe

Comments: sign must meet sign ordinance regulations.

note 30 appears be useless if the yards are all waived to 0 feet.

show 20 foot distance between lots to allow the 0 foot lot setbacks.

Status of Review: **Active**

Reviewed By **Fire Department**

ANY

Comments:

Status of Review: **Approved**

07/17/2006 10:52:37 AM

Reviewed By **Health Department**

ANY

Comments **LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Brian Will DATE: July 17, 2006

DEPARTMENT: Planning FROM: Chris Schroeder

ATTENTION:

DEPARTMENT: Health

CARBONS TO: EH File SUBJECT: Grandale

EH Administration SP #06044 PP #06009

The Lincoln-Lancaster County Health Department has reviewed the proposed development with the following noted:

1 All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.

1 During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

Status of Review: **Active**

Reviewed By **Lincoln Electric System**

ANY

Comments:

Status of Review: **Active**

Reviewed By **Lincoln Police Department**

ANY

Comments:

Status of Review: **Active**

Reviewed By **Natural Resources District**

Any

Comments:

Status of Review: **Routed**

Reviewed By **Planning Department**

COUNTER

Comments:

Status of Review: **Complete**

Reviewed By **Planning Department**

RAY HILL

Comments:

Status of Review: **Active**

Reviewed By **Planning Department**

BRIAN WILL

Comments:

Status of Review: **Active**

Reviewed By **Public Works - Development Services**

ANY

Comments:

Status of Review: **Active**

Reviewed By **Public Works - Watershed Management**

ANY

Comments:

Status of Review: **Active**

Reviewed By **School District**

ANY

Comments:

Status of Review: **Active**

Reviewed By **US Post Office**

ANY

Comments:

INTER-DEPARTMENT COMMUNICATION



DATE July 18, 2006

TO: Brian Will, City Planning

FROM: Sharon Theobald (Ext. 7640) *skt*

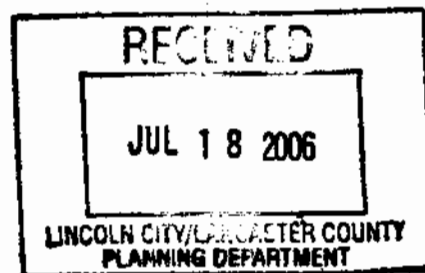
SUBJECT: DEDICATED EASEMENTS
DN #94S-44E

PP#06009
SP#06044

Attached is the Preliminary Plat for Grandale.

In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map, along with a blanket utility easement, excluding building envelopes, over Block 1, Lot 1 and blanket utility easements over all of the Outlots.



ST/ss
Attachment
c: Terry Wiebke
Easement File